

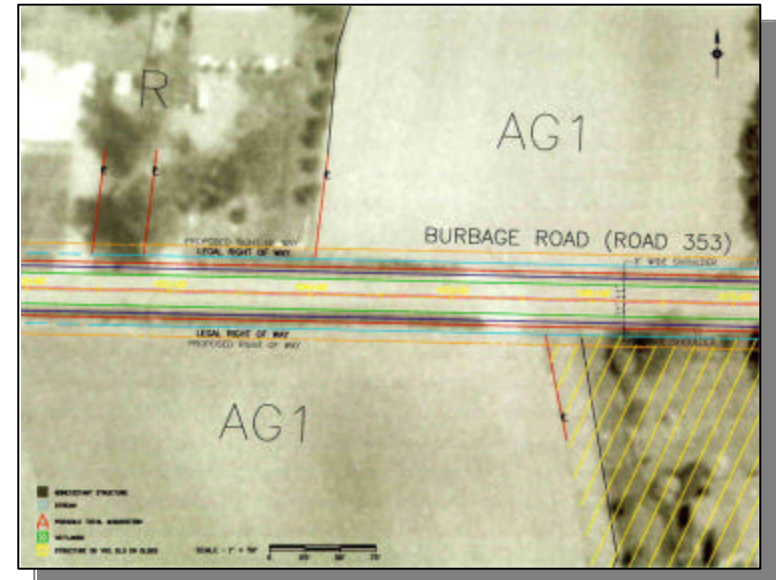
SR 26, US113 TO ASSAWOMAN BAY

PROJECT SCOPE/DESCRIPTION: This project is in conjunction with the SR 26 Advisory Committee, DelDOT developed specific recommendations to address operational efficiency. The recommendations presented at a Public Workshop in August 1999 are listed below:

- A. **Alternate Route, SR 17 to S361** - Improve roadway to 11' travel lanes and five-foot shoulders on Roads 353, 352, 84, and 368 providing for an alternate to SR 26 between SR 17 and S361, and an improved bicycle route. Improvements are also needed to accommodate approved development.

Alternate Route

- B. **Improve Access** – Improve commercial access points (delineation, channelization) between Clarksville and the Assawoman Canal.

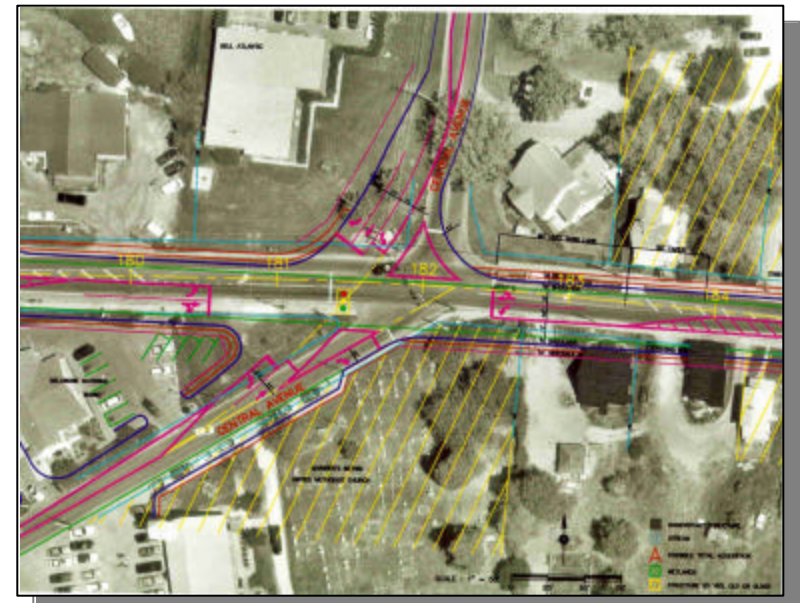
*SR 26 Access Delineation**SR 26 / Clarksville Intersection*

SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)**C. Intersections**

- SR 26 and intersections with Railway Road, Grants Road, Woodland Road and Windmill Road – Install bypass lanes/left-turn lanes.
- SR 26/Central Avenue – Install southbound right-turn lane, install eastbound right-turn cutout, and realign intersection from the west.
- SR 26/Main Street (Dagsboro) – Install traffic signal at SR 26 and Main Street as cost benefit analysis results indicated similar level of service as total realignment.
- SR 26/Old Mill Road – Improve signal timings.
- SR 26/SR 54/S365 (Clarksville) – Realign intersection.
- SR 26/West Avenue – Install traffic signal, realign intersection, and add left-turn lanes on SR 26.

D. Shoulders – Improve/add shoulders along SR 26 to a minimum width of five feet to provide adequate bicycle facilities, between Clarksville and the Assawoman Canal.

E. Sidewalks – Install new sidewalks and repair the existing sidewalks on SR 26 from Old Mill Road to Assawoman Canal.

SR 26 Bypass Lanes***SR 26 / Central Avenue Intersection***

SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)

PROJECT JUSTIFICATION: In the summer and fall of 1998, the department collected traffic count data on SR 26 from US113 to the Assawoman Canal. Based on the traffic information and an inventory of existing conditions in the study area, a Project Needs Report was completed in February 1999. The Needs Report identified four factors that contribute to the need for improvements to SR 26. The SR 26 Advisory Committee, a group that includes local government leaders, business owners, developers, and local residents, concurred with the conclusions included in the Needs Report as follows:

A. Congestion

- Primarily concentrated in Dagsboro and Ocean View
- High summer average daily traffic and weekend traffic, in excess of 20,000 vehicles per day on summer weekends
- Failing level of service at the following SR 26 intersections:
 - Central Avenue
 - Main Street South (Dagsboro)
 - SR 17
 - SR 20
 - West Avenue
- Low average speeds

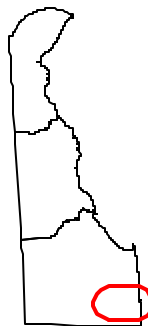
B. Safety

- Higher than average accident rate between Clarksville and Old Mill Road
- High number of accidents at six intersections along SR 26

C. Access – Many businesses along SR 26 have no (or poorly delineated) access points, particularly in Millville and Ocean View, which contributes to potentially hazardous situations and additional backups.

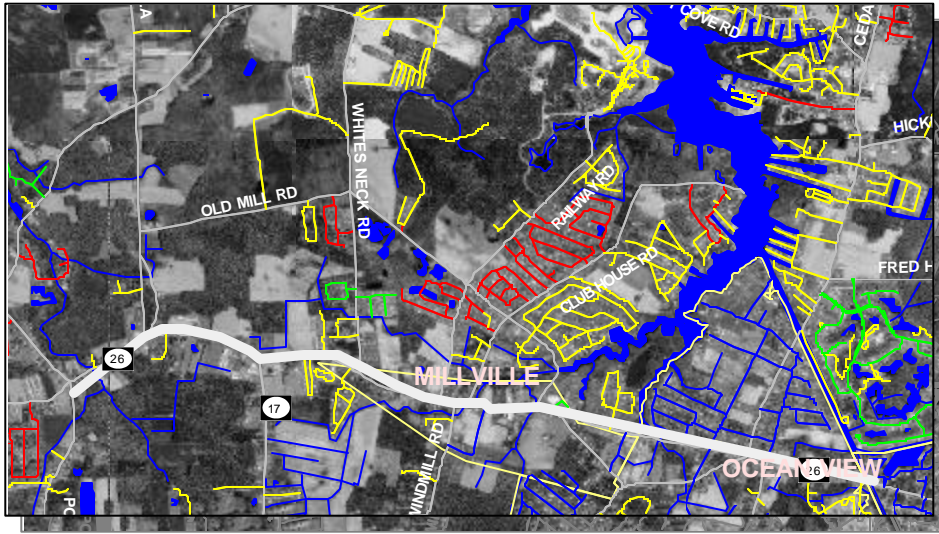
D. Roadway Conditions – Lack of adequate shoulder areas, particularly for bicyclists in Millville and Ocean View

County:	Sussex
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	38, 41
Senatorial District	20

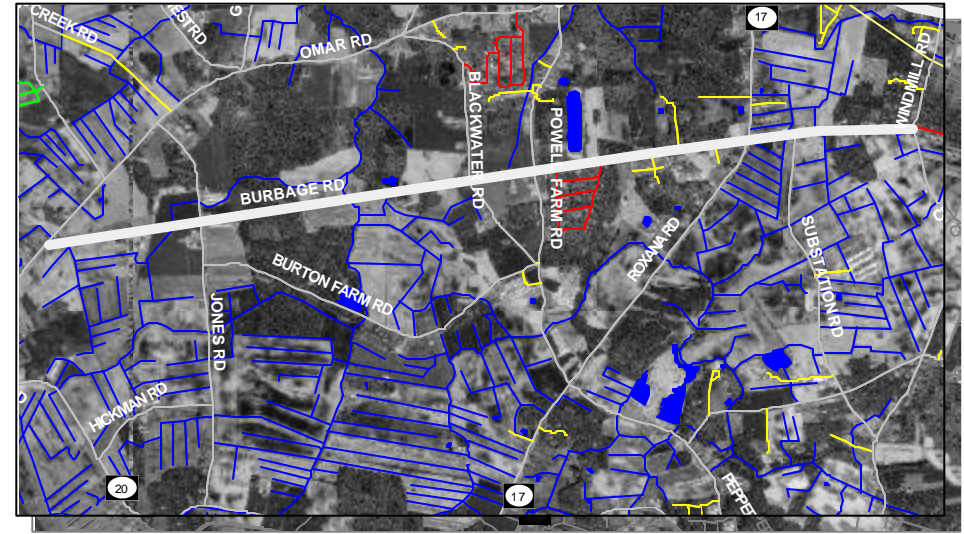


SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)

SR 26 Alternate Route



SR 26 Atlantic Avenue



SR 26 Dagsboro Intersection



SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
SR 26, US113 to Assawoman Bay		\$ 28,200.0						
Prior Years	State			\$ 3,300.0	\$ 3,300.0	\$ 1,447.3	\$ 1,852.7	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 28,200.0	\$ 2,375.0	\$ 2,375.0	\$ 0.0	\$ 2,375.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 2,825.0				\$ 2,825.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 2,825.0
	Federal			\$ 7,500.0				\$ 7,500.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 2,825.0
	Federal			\$ 0.0				\$ 7,500.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 2,440.0				\$ 5,265.0
	Federal			\$ 9,760.0				\$ 17,260.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 10,940.0	\$ 5,675.0			\$ 5,265.0
	Federal			\$ 17,260.0	\$ 0.0			\$ 17,260.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 28,200.0	\$ 28,200.0	\$ 28,200.0	\$ 5,675.0	\$ 1,447.3	\$ 4,227.7	\$ 22,525.0

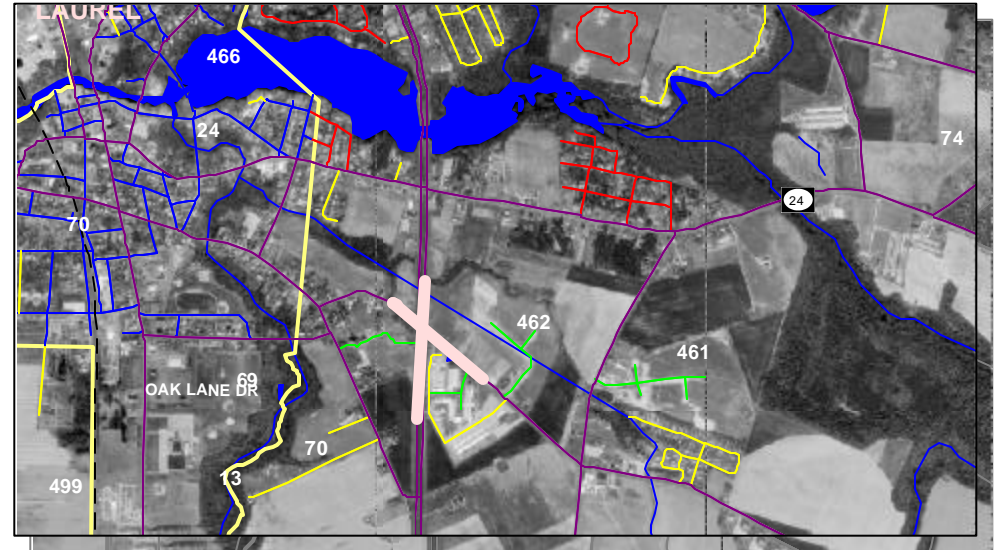
SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
99-112-01	SR 26, US113 to Assawoman Bay									
21-112-04	Alternate Route, SR 17 to S361	PE	100% ST	\$ 1,250.0	\$ 1,250.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		RW	100% ST	700.0	700.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	9,375.0	0.0	0.0	0.0	9,375.0	0.0	0.0
	SR 26, Atlantic Avenue Main Line Improvements	PE	100% ST	2,000.0	1,250.0	500.0	250.0	0.0	0.0	0.0
		RW	100% ST	2,500.0	0.0	0.0	2,500.0	0.0	0.0	0.0
		C	80% FHWA	11,100.0	0.0	0.0	0.0	0.0	0.0	11,100.0
	Dagsboro Intersection	PE	100% ST	175.0	100.0	0.0	75.0	0.0	0.0	0.0
		C	80% FHWA	1,100.0	0.0	0.0	0.0	0.0	0.0	1,100.0
	Total All Funds			\$ 28,200.0	\$ 3,300.0	\$ 500.0	\$ 2,825.0	\$ 9,375.0	\$ 0.0	\$ 12,200.0

US 13 AND S462 SIGNAL REMOVAL AND SERVICE ROAD, EAST OF LAUREL

PROJECT SCOPE/DESCRIPTION: This project includes the removal of the existing traffic signal, channelization of northbound and southbound left turns along US 13, and the construction of a parallel service road from S462 (Trussum Pond Road) to SR 24, east of US 13.

PROJECT JUSTIFICATION: This intersection has been targeted as a high accident-prone intersection. The proposed improvements will improve safety and circulation at this intersection. The service road will provide access for multiple developments along US 13. Providing alternative access and improving the local road network will help preserve the ability of US 13 to function as a regional arterial highway.



County:	Sussex
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	40
Senatorial District:	21



US 13 AND S462 SIGNAL REMOVAL AND SERVICE ROAD, EAST OF LAUREL (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
US 13 and S462 Signal Removal and Service Road, East of Laurel		\$ 2,900.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 2,900.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 290.0				\$ 290.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 290.0				\$ 580.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 464.0				\$ 1,044.0
	Federal			\$ 1,856.0				\$ 1,856.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 1,044.0
	Federal			\$ 0.0				\$ 1,856.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 1,044.0	\$ 0.0			\$ 1,044.0
	Federal			\$ 1,856.0	\$ 0.0			\$ 1,856.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 2,900.0	\$ 2,900.0	\$ 2,900.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,900.0

US 13 AND S462 SIGNAL REMOVAL AND SERVICE ROAD, EAST OF LAUREL (CONTINUED)**PROJECT TIMELINE INFORMATION**

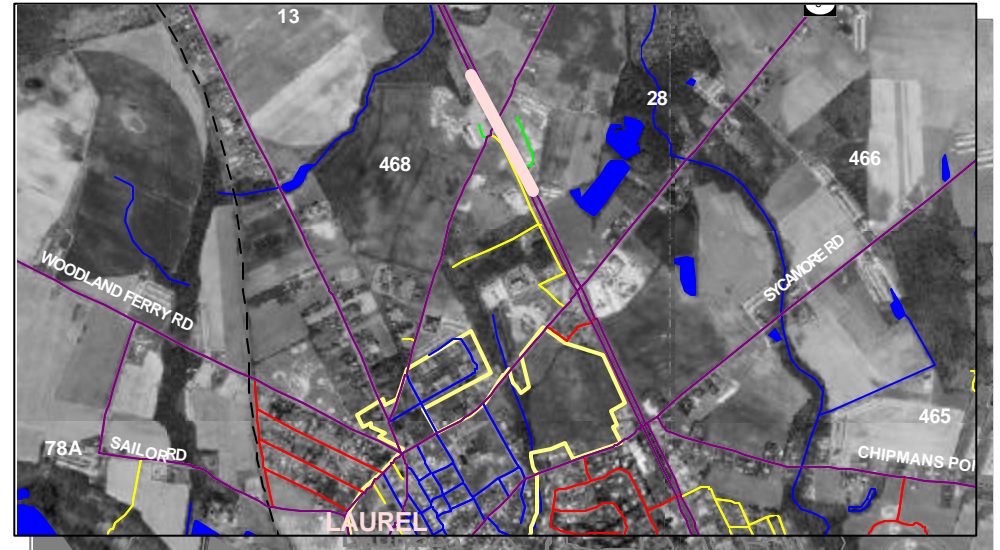
Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	US 13 and S462 Signal Removal and Service Road, East of Laurel	PE	100% ST	\$ 290.0	\$ 0.0	\$ 0.0	\$ 290.0	\$ 0.0	\$ 0.0	\$ 0.0
		RW	100% ST	290.0	0.0	0.0	0.0	290.0	0.0	0.0
		C	80% FHWA	2,320.0	0.0	0.0	0.0	0.0	2,320.0	0.0
	Total All Funds			\$ 2,900.0	\$ 0.0	\$ 0.0	\$ 290.0	\$ 290.0	\$ 2,320.0	\$ 0.0

US 13 AND S468 SERVICE ROAD ENTRANCE CLOSURE, NORTH OF LAUREL

PROJECT SCOPE/DESCRIPTION: This project consists of the closure of the existing service road entrance on Discount Land Road (S468).

PROJECT JUSTIFICATION: The current location of the existing service road entrance along S468 is too close to the US 13 and S468 intersection. The closure of this entrance would be in conjunction with the agreement between the proposed Dollar General Store and the department to provide a new connection by way of a service road from the existing service road to the existing Food Lion driveway along S468.

County:	Sussex
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	40
Senatorial District:	21



*US 13 AND S468 SERVICE ROAD ENTRANCE CLOSURE, NORTH OF LAUREL (CONTINUED)***PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
US 13 and S468 Service Road Entrance Closure, North of Laurel		\$ 50.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 50.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 50.0				\$ 50.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 50.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 50.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 50.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 50.0	\$ 0.0			\$ 50.0
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 50.0	\$ 50.0	\$ 50.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 50.0

US 13 AND S468 SERVICE ROAD ENTRANCE CLOSURE, NORTH OF LAUREL (CONTINUED)**PROJECT TIMELINE INFORMATION**

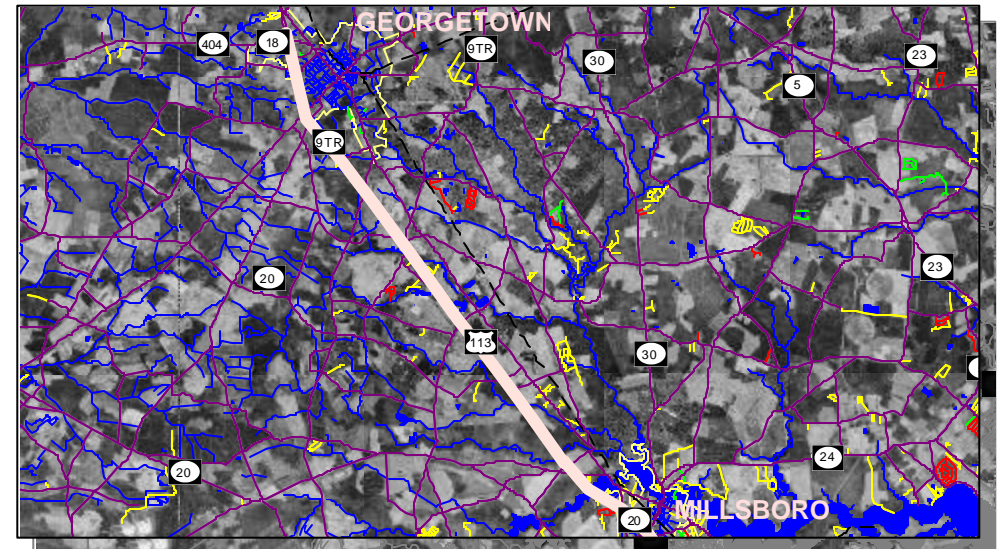
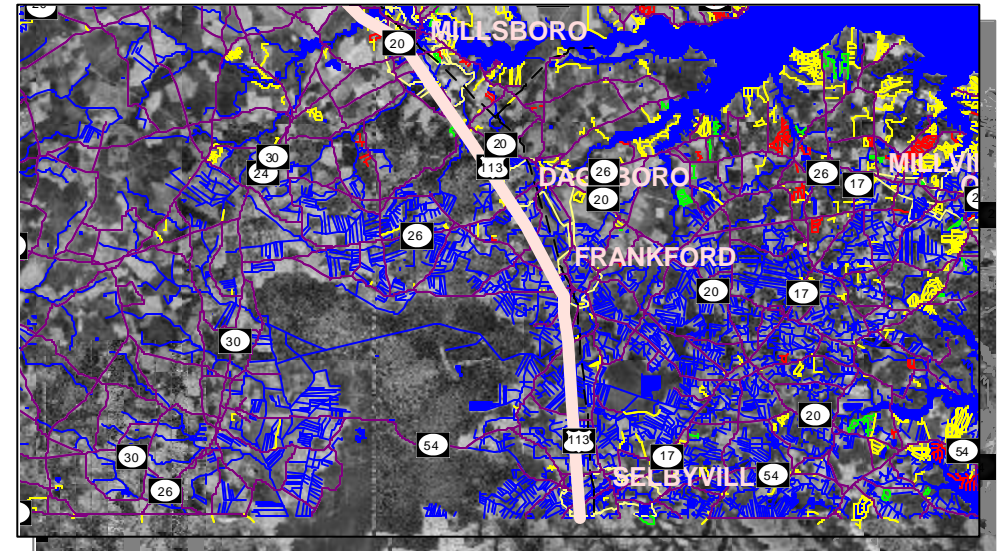
Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	US 13 and S468 Service Road Entrance Closure, North of Laurel	C	100% ST	\$ 50.0	\$ 0.0	\$ 0.0	\$ 50.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 50.0	\$ 0.0	\$ 0.0	\$ 50.0	\$ 0.0	\$ 0.0	\$ 0.0

US113, MARYLAND STATE LINE TO GEORGETOWN

PROJECT SCOPE/DESCRIPTION: Reconstruction of the area roadway from the Maryland State Line to north of Millsboro has been completed and is open to traffic.

PROJECT JUSTIFICATION: The roadway over the entire distance needed to be replaced due to deteriorating pavement.

County:	Sussex
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Preservation
Representative District:	35, 37, 38, 41
Senatorial District:	19, 20



US113, MARYLAND STATE LINE TO GEORGETOWN (CONTINUED)

US113 at Millsboro



US113



*US113, MARYLAND STATE LINE TO GEORGETOWN (CONTINUED)***PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
US113, Maryland State Line to Georgetown		\$ 17,714.0						
Prior Years	State			\$ 3,542.8	\$ 3,056.8	\$ 2,748.2	\$ 308.6	\$ 486.0
	Federal			\$ 14,171.2	\$ 10,718.4	\$ 9,659.6	\$ 1,058.8	\$ 3,452.8
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 17,714.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 486.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 3,452.8
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 0.0				\$ 486.0
	Federal			\$ 0.0				\$ 3,452.8
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 486.0
	Federal			\$ 0.0				\$ 3,452.8
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 486.0
	Federal			\$ 0.0				\$ 3,452.8
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 486.0
	Federal			\$ 0.0				\$ 3,452.8
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 3,542.8	\$ 3,056.8			\$ 486.0
	Federal			\$ 14,171.2	\$ 10,718.4			\$ 3,452.8
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 17,714.0	\$ 17,714.0	\$ 17,714.0	\$ 13,775.2	\$ 12,407.8	\$ 1,367.3	\$ 3,938.8

US113, MARYLAND STATE LINE TO GEORGETOWN (CONTINUED)**PROJECT TIMELINE INFORMATION**

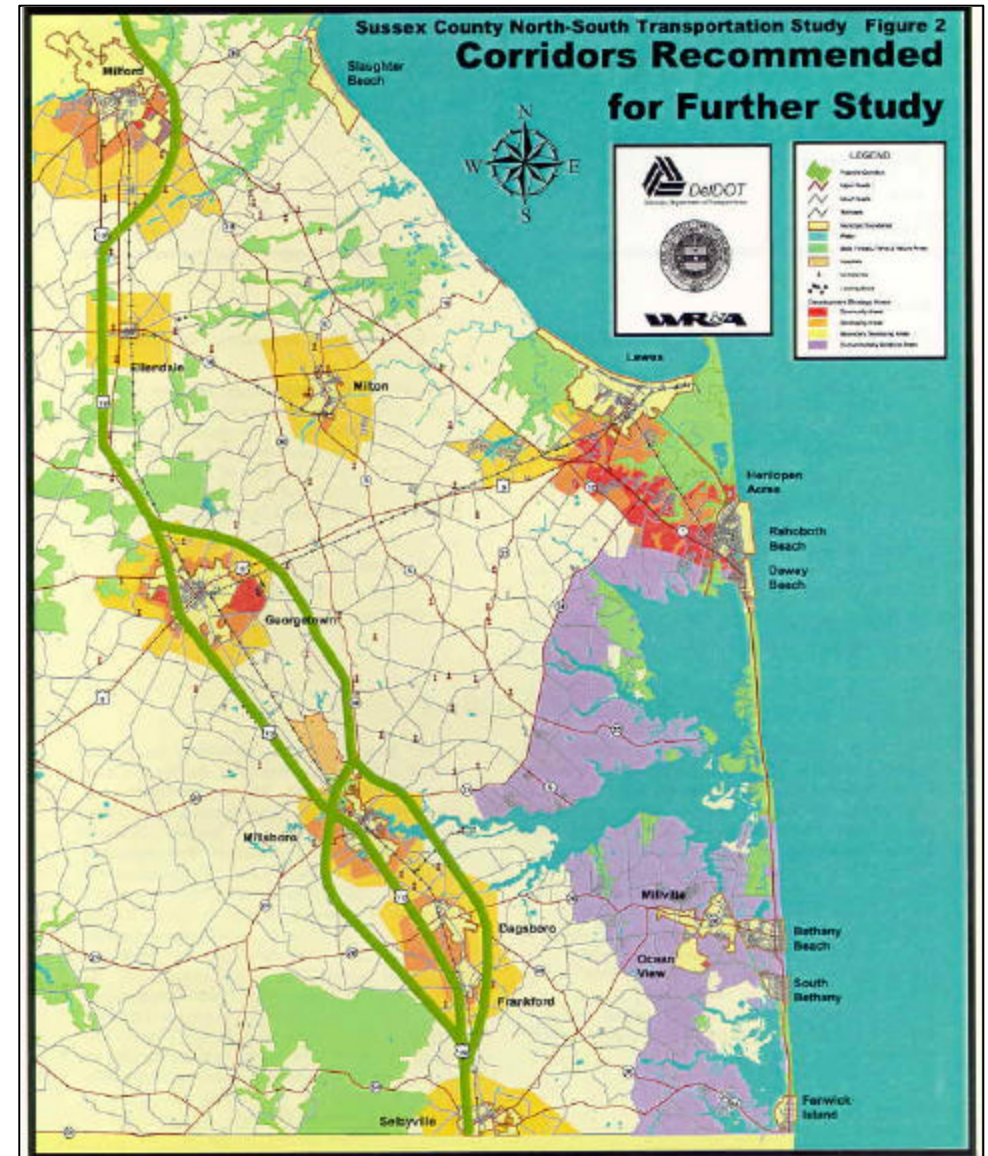
Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	US113, Maryland State Line to Georgetown									
97-109-02	Maryland State Line to North Dagsboro	C	80% FHWA	\$ 17,714.0	\$ 17,714.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 17,714.0	\$ 17,714.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

US113, NORTH / SOUTH IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: This project will continue to work on viable alternatives for north/south capacity throughout Sussex County. The initial recommendation is to use the existing US113 area. The additional analysis will include cost, impact and time to implementation.

PROJECT JUSTIFICATION: An initial needs study for a north/south minimum access highway through Sussex County to ease traffic congestion was completed in FY 2002. This additional funding will continue this study in more depth.

County:	Sussex
Municipality:	
Funding Program:	Road System - Arterials
Functional Category:	Expansion
Representative District:	
Senatorial District:	



*US113, NORTH / SOUTH IMPROVEMENTS (CONTINUED)***PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
US113, North / South Improvements		\$ 10,000.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 10,000.0	\$ 10,000.0	\$ 10,000.0	\$ 479.3	\$ 9,520.7	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 10,000.0	\$ 10,000.0			\$ 0.0
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 10,000.0	\$ 10,000.0	\$ 10,000.0	\$ 10,000.0	\$ 479.3	\$ 9,520.7	\$ 0.0

US113, NORTH / SOUTH IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
22-127-01	US113, North / South Improvements	PLAN	100% ST	\$ 10,000.0	\$ 0.0	\$ 10,000.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 10,000.0	\$ 0.0	\$ 10,000.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0